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GRIMSBY
PORT HEALTH AUTHORITY

ANNUAL REPORT

OF THE
MEDICAL OFFICER OF HEALTH
FOR

1952

BY
JAMES A. KERR, V.R.D., B.Sc., M.D., D.P.H.

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PORT HEALTH COMMITTEE, 1952.

Chairman :

Councillor A. E. KELHAM.

Deputy-Chairman :

Councillor R. BRYANT.

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„ C. J. MOODY.

„ T. W. SLEEMAN.

GRIMSBY PORT HEALTH AUTHORITY.

To the Chairman and Members of the Port Health Committee, acting as the Port Health Authority.

GENTLEMEN,

I beg to submit my report for the year 1952. It is made in accordance with the Regulations of the Ministry of Health which prescribe the duties of the Medical Officer of Health.

1. Constitution of the Port Health Authority.

The Port Health Authority consists of the Mayor, Aldermen, and Burgesses of the County Borough of Grimsby, acting by the Council.

2. Limits of Jurisdiction.

The jurisdiction of the said Port Health Authority shall extend to so much of the said Port as abuts upon the County Borough of Grimsby, as extended by the Grimsby Extension and Improvement Act, 1889, together with the waters of the said Port within such limits, and the place, or places, for the time being appointed as the Customs Boarding Station or Stations for such part of the said Port, and every other place for the time being appointed for the mooring or anchoring of ships for such part of the said Port, under any regulation for the prevention of the spread of diseases issued under the Authority of the Statutes in that behalf, and the docks, basins, harbours, creeks, rivers, channels, roads, bays, and streams belonging to that part of the said Port for which such Authority is constituted as aforesaid.

3. General description of the Port.

Dock dimensions :—

Water area	....	....	....	138 acres
Length of quays	....	....	....	6 miles
Length of railway track	....	....	....	81 miles

Facilities and equipment :—

Two graving docks up to 450 feet long.

Three slipways comprising :—

- (a) Three berths for trawlers 160 feet long of gross weight 1,080 tons.
- (b) Seven berths for trawlers 150 feet long of gross weight 660 tons.

One coaling jetty with a capacity of 1,600 tons per hour (four conveyor belts each with a capacity of 400 tons per hour).

Three coaling jetties (six berths) for trawlers, with a total capacity of 720 tons per hour.

47 electric and hydraulic cranes.

Hydraulic sheer legs, 60 tons.

The docks are operated by the Docks and Inland Waterways Executive, and are five in number. The Alexandra Dock is available for vessels discharging timber, wood-pulp, salt fish and salt. The Royal Dock is available for all classes of general cargo.

Commercial Docks.

Two Norwegian motor vessels maintain a regular passenger and cargo service at fortnightly intervals between Norwegian ports and Grimsby and there is a weekly passenger and cargo service between Denmark and Grimsby. A weekly cargo service to Dieppe completes the list of regular services now operating from Grimsby. These services compare most unfavourably, as far as the port is concerned, with the services which operated in pre-war days and it seems a great pity that the resources of the port of Grimsby are not being utilised more fully.

Fish Docks.

There are three fish docks and the facilities available for the landing of fish and for the maintenance of trawlers are said to be the finest in the world. The value of the annual landing of fish at Grimsby exceeds that of any other port.

The fish market provides 305,850 square feet of covered area, and approximately one mile of quay affords discharging facilities for sixty-six trawlers. The quantity of fish landed daily ranges from four to five hundred tons during the winter months to more than a thousand tons during the busy summer period. A summary of the fishing vessels operating from Grimsby at the close of the year 1952 is as follows :—

Deep water	....	....	98
Middle water	....	....	24
North Sea	....	....	105
Motor seiners	....	....	53
Steam seiners	....	....	4
Inshore vessels	....	....	13
Total	....	....	<u>297</u>

Although the building programme for distant water trawlers has now slowed down considerably, there are still several notable additions to be made to the Grimsby fleet. A study of the figures relating to fishing vessels based on Grimsby at the end of 1952 reveals one very disquieting fact. At the end of 1950 there were 133 North Sea trawlers in Grimsby, but by the end of 1952 the figure had shrunk to 103. The difference is accounted for by the departure of vessels which have been sold to other ports and for scrapping, and as far as can be ascertained there is no replacement tonnage under construction. Furthermore, while North Sea fishing remains in its present precarious state, it seems unlikely that there will be any inclination on the part of local firms to avail themselves of the proposed scheme whereby the Government is ready to make financial grants to assist in the construction of new near water fishing vessels.

I would like to thank the Officers of H.M. Customs, the Ministry of Agriculture and Fisheries, the Immigration Officer and the Officials of the Docks and Inland Waterways Executive for their ready co-operation and assistance during the year.

Now that the standard of fish coming forward for inspection has improved following the removal of price control, I should like to pay a special tribute to Mr. Syme and his colleagues. Their work at all times is exacting and arduous, but it has been particularly so during the period since the war, and nothing has in any way influenced them to make them relax the standard to which they have rigidly adhered. I think it is sometimes not fully appreciated how much the good name of Grimsby fish throughout the country owes to the maintenance of that standard during this particular period. Most of this report has been written by Mr. Syme.

In conclusion I would like to express the thanks of the inspectors and myself for the keen interest in the work and the strong moral support shown by the Chairman and Members of the Port Health Committee.

I am, Gentlemen,

Yours faithfully,

JAMES A. KERR,

Medical Officer of Health.

PORT HEALTH OFFICE,
WHITEHALL CHAMBERS,
WHARNCLIFFE ROAD,
GRIMSBY.

JANUARY, 1953.

SECTION I--STAFF.

TABLE A.

Name of Officer	Nature of appointment	Date of appointment	Qualifications	Any other appointments held
L. W. HEELER	Clerk to the Port Health Authority.	1.1.39	B.A., LL.B.	Clerk to the County Borough of Grimsby.
JAMES A. KERR, V.R.D.	Port Medical Officer.	1.12.34	B.Sc., M.D., D.P.H.	Medical Officer of Health to the County Borough of Grimsby.
JOHN D. SYME, O.B.E.	Chief Port Health Inspector.	1.10.45	Holds B. O. T. Master's Certificate and Certificates of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and Other Foods.	
T. C. CORMACK	Deputy Chief Port Health Inspector.	1.1.48	Holds B. O. T. Master's Certificate and Certificates of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and Other Foods	
T. J. E. FORD	Assistant Port Health Inspector.	1.9.38	Holds Certificates of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and Other Foods.	
G. B. SEGROTT	Assistant Port Health Inspector.	1.10.29 (superannuated on medical grounds w.e.f. 22.9.52)	Holds Certificates of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and Other Foods.	
V. A. LEES	Assistant Port Health Inspector.	1.4.49	Holds Certificate of the Royal Sanitary Institute as a Sanitary Inspector.	
D. C. CROSS	Office Clerk.	1.4.49		
J. SUNLEY	Rat Searcher and Catcher	4.3.46		

Address and Telephone Number of the Medical Officer of Health :

Dr. J. A. KERR, V.R.D., B.Sc., M.D., D.P.H.,
Public Health Department, St. James' House, Bargate, Grimsby.
Telephone No. : Grimsby 3108.

SECTION II—AMOUNT OF SHIPPING ENTERING THE DISTRICT
DURING THE YEAR.

TABLE B.

Ships from	Number	Tonnage	Number Inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspector	
FOREIGN:—					
Steamers	221	157,982	2	192	—
Motor Vessels	207	64,503	4	202	—
Fishing Vessels ..	2,430	393,475	2	479	—
TOTAL FOREIGN ...	2,858	615,960	8	873	—
COASTWISE:—					
Steamers	203	104,938	2	177	—
Motor Vessels ..	227	67,100	4	217	—
Fishing Vessels ...	4,021	318,582	5	322	—
TOTAL COASTWISE	4,451	490,620	11	716	—
TOAL FOREIGN AND COASTWISE ...	7,309	1,106,580	19	1,589	—

The nationalities of the vessels inspected and re-inspected during the year were as follows:—

<i>Nationality</i>	<i>Number Inspected</i>	<i>Number Re-inspected</i>
British ...	1,099	221
Dutch ...	166	24
German ...	91	5
Danish ...	63	6
Norwegian ...	62	11
Swedish ...	48	11
Finnish ...	29	5
Icelandic ...	12	2
French ...	8	—
Panamanian ...	7	—
Spanish ...	2	1
Faroese ...	1	—
Costa Rican ...	1	—
Israelian ...	—	3
TOTALS ...	1,589	289

SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C.

(a) Passenger Traffic during the year.

	Alien	British	Total
Number of passengers INWARDS ...	392	434	826
Number of passengers OUTWARDS ...	362	309	671

(b) Cargo Traffic.

The following tables indicate the description and quantities in tons of the principal imports and exports during the year 1952, as compared with 1951 and 1950.

Principal Imports :—

Import	1952	1951	1950
Woodpulp	105,238	117,472	99,915
Timber	65,085	107,491	51,338
Scrap Iron and Steel	21,999	45,833	67,112
Fish—frozen and fresh ..	10,493	13,398	14,590
„ —salt	2,387	2,982	1,229
Bacon	20,586	15,151	22,843
Butter	13,235	13,676	21,833
Eggs	5,697	5,004	6,352
China Clay	3,174	3,746	4,147
Sulphuric Acid	2,394	5,270	—
Sundries	17,063	24,154	16,362
TOTALS ...	267,351	354,167	305,721

Fish Landings :—

In addition to these imports, 226,304 tons of fish were landed at the Grimsby Fish Market during the year. The following table provides a comparison between the weight and value of the fish landed at Grimsby during 1952 and the weights and values landed in previous years.

Year	Landings	Weight in Cwts	Value
1952	7,342	4,526,081	£11,759,655
1951	7,954	4,821,348	£13,039,320
1950	7,420	4,169,302	£9,562,078
1949	7,548	5,136,690	£11,480,117
1948	7,641	4,821,036	£12,521,651
1947	7,153	4,355,845	£11,159,914
1946	6,310	3,933,767	£10,432,007
1945	4,338	2,143,455	£7,953,030

Principal Exports :—

Export	1952	1951	1950
Coal	799,758	502,453	692,533
Iron and Steel Manufactures ...	8,921	6,907	6,947
Basic Slag	7,433	9,053	16,195
Malting Barley	5,698	—	—
Dolomite Clinker	1,760	—	—
Textiles	1,150	2,287	3,425
Ammonium Nitrate	—	5,151	4,124
Sundries	8,139	11,504	16,526
TOTALS	832,859	537,355	739,750

(c) Principal ports from which ships arrive.

Belgium. Antwerp, Ghent.

Canada. Bridgwater, Clark City, Paspebiac, Quebec, St. John.

Denmark. Aarhus, Copenhagen, Esbjerg, Korsor, Odense, Thyboren.

Faroes. Thorshavn.

Finland. Abo, Hamina, Kaskoe, Kemi, Kotka, Lapaluoto, Lovisa, Mantyluoto, Marteniemi, Nystad, Onega, Rauma, Toppila, Uleaborg, Yxpila.

France. Boulogne, Caen, Calais, Dieppe, Dunkirk, Fecamp, Honfleur, Rouen, St. Brieuc, Treport.

Germany. Bremerhavn, Emden, Hamburg, Stettin, Wilhelmshaven.

Holland. Amsterdam, Dordrecht, Rotterdam.

Iceland. Reykjavik.

Italy. Trapani.

Norway. Arendal, Bergen, Christiansund, Drammen, Frederikshamn, Grimstad, Hallstanes, Haugersund, Krageroe, Kristinestad, Lervik, Namsos, Narvik, Oslo, Sarpsborg, Skien, Trondhjem.

Portugal. Leixoes.

Russia. Archangel.

Spain. Bilbao, Cadiz, Seville.

SECTION IV—INLAND BARGE TRAFFIC.

2,524 of these vessels, having a tonnage of 189,154 tons, entered the port during the year. Trade is confined chiefly to Hull, Goole, York, Nottingham, Leeds and Keadby, and other places on the rivers Humber and Trent.

Public Health Act, 1936, Part X and The Canal Boats Regulations, 1878.
Inspection of Canal Boats.

Most of the canal boats entering Grimsby are regular traders to the port. During the year 35 inspections were carried out.

DEFECTIVE CONDITIONS AND CONTRAVENTIONS	Found	Remedied
Registration Marks and Numbers not properly marked ...	10	7
Registration Certificates not on board	11	8
Registration Certificates not identifying owner with boat	2	2
Registration Certificate dilapidated	1	—
Cabins in a dirty condition	1	—
Cabins in a defective condition	1	—
Cabins requiring repainting	3	—

Generally speaking, the crew accommodation on board these canal boats is maintained in a satisfactory condition and the defects noted are usually remedied by the service of informal notices. During the year, thirteen formal notices were served on owners in respect of defects and contraventions on canal boats, and no legal proceedings were taken.

No case of infectious disease occurred on any of the canal boats.

SECTION V—WATER SUPPLY.

Water supplied by the Grimsby, Cleethorpes and District Water Board is available throughout the port area.

Commercial Docks.

Until the year 1950 fresh water was delivered to shipping in the Royal and Alexandra Docks by means of water boats. The results of bacteriological tests of samples of this water clearly indicated the necessity for extreme care in the carrying out of precautions against contamination, and generally the situation was one which could not be regarded with complacency.

During 1950 the work of installing water hydrants at all the berths in the Royal Dock was completed and the water boats were dispensed with. Since that time the water delivered to shipping has been of consistently good quality. Samples are submitted regularly to the bacteriologist, whose reports have been satisfactory in every case.

All the hoses used for delivering water to shipping are flushed through before each use and the nozzles are washed thoroughly. When not in use, the hoses and other equipment are kept under lock and key in a dry, clean compartment.

Fish Docks.

An adequate supply of fresh water is available at all berths in the fish docks, from hydrants situated on the quayside. As these hydrants are liable to contamination from filth washed from the floor of the fish market, they are protected by screw-on covers which are attached to the hydrant by means of a chain.

District.

The water supply to the many factories and other premises situated within the dock area may be regarded as satisfactory. Within the last few years a large number of fish processing factories have been erected in the vicinity of the South Quay, and the needs of these premises have been met fully by the laying of a new 9 inch water main between Weelsby Street and the South Quay. The new water main will be sufficient to cope with any future development as well as providing an adequate supply to existing premises.

Fish Market.

On the fish market the water supply is obtained by gravitation from the 30,000 gallon storage tank situated in the dock tower. The water is pumped to the dock tower from the Alexandra Dock and an efficient chlorination system ensures freedom from contamination. The number of delivery points on the market is sufficient and the supply of water is adequate. This water is used for all purposes on the fish market and there is no other water available other than for drinking purposes.

The question of the water supply on the fish market is one which has received considerable attention during the last few years, and the substitution of a town water supply for the existing system has been strongly advocated. Nevertheless, it seems most unlikely that any change in the present system will take place in the immediate future.

The consumers object to the Docks and Inland Waterways Executive buying water from the Water Board and selling at a substantial profit, the primary difficulty being the adjustment of financial arrangements between two statutory bodies.

It will be difficult to impress on the industry the necessity for adherence to a code of hygiene introduced by the Ministry of Food, when that same industry knows that chlorinated dock water is being used for every purpose on the fish market.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

(1) *List of Infected Areas.*

Each week five copies of the relevant section of the Ministry of Health Weekly Record of Quarantinable Diseases are prepared. Three copies are delivered to H.M. Customs and one copy to the office of the local pilotage service.

(2) *Radio Messages.*

(a) No arrangements have been made.

(b) Authority has been given to eighteen firms to act as approved agents. Messages are forwarded to the Health Department during office hours, or to the Port Medical Officer at his private residence (Telephone Waltham 602144), or to the Deputy Port Medical Officer at her private residence (Telephone Grimsby 77183), or to the Ambulance Station (Telephone Grimsby 55055). The latter have the responsibility of contacting a medical officer of the department.

(3) *Notifications otherwise than by Radio.*

Messages are received by telephone from H.M. Inspector of Customs and Excise or from H.M. Immigration Officer.

(4) *Mooring Stations.*

(a) Within the docks :—

Two mooring dolphins in the centre of the Royal Dock.

(b) Outside the docks :—

In the river (i) off Burcom Buoy.

(ii) off Sunk Spit Buoy.

(5) *Arrangements for :—*

(a) *Hospital Accommodation for Infectious Diseases (other than Smallpox—see Section VII).*

All cases of infectious diseases landed or occurring in the Port Health district would be admitted to the Springfield Hospital, Scartho, Grimsby.

(b) *Surveillance and follow up of contacts.*

The surveillance and follow up of contacts would be undertaken by the Chief Port Health Inspector and his staff, under the direct supervision of the Port Medical Officer.

(c) *Cleansing and Disinfection of Ships, Persons, Clothing and other articles.*

The cleansing and disinfection of ships, persons, clothing and other articles would also be carried out by the Chief Port Health Inspector and his staff, who would have available in addition the disinfection facilities at the Springfield Hospital.

SECTION VII—SMALLPOX.

(1) The isolation hospital to which cases of smallpox are sent from the district is the Laceby Hospital, Laceby, near Grimsby.

(2) The transport of cases of smallpox occurring in the Port Health district would be carried out by the Ambulance Service of the Grimsby Local Health Authority. The Medical Officer of Health is responsible to that Authority for this service and for the vaccinal state of the ambulance crews. The latter is kept up-to-date.

(3) The names of smallpox consultants available are as follows :—
Dr. John Glen ; Dr. James A. Kerr ; Dr. A. N. S. Watt.

(4) Specimens for laboratory diagnosis of smallpox would be sent to either of the following :—

The Department of Bacteriology,
Mount Pleasant,
Liverpool, 3.

or

The Virus Reference Laboratory,
Central Public Health Laboratory,
Colindale Avenue,
London, N.W.9.

SECTION VIII—VENEREAL DISEASE.

Every vessel entering the port of Grimsby is boarded by an inspector who enquires into the occurrence of venereal disease on board. Any person suffering from this disease is strongly advised to attend the Special Treatment Centre in Queen Street for treatment and for advice as to the method of obtaining further treatment at other ports and in other countries. Booklets pointing out the dangers of delay and neglect and giving details of the hours of attendance and the location of the Special Treatment Centre are placed on board all vessels.

The Special Treatment Centre is open from 10 a.m. to 12-30 p.m. and from 2 p.m. to 7 p.m. every weekday except Saturday, when it is closed at 12-30 p.m. Particulars of the examination and treatment of seamen during the year 1952 are as follows :—

	British Seamen	Foreign Seamen	Total
Found to be suffering from :—			
Syphilis	5	11	16
Chancroid	—	1	1
Gonorrhoea	24	48	72
Conditions other than V.D. ...	92	83	175
Total number of patients examined	121	143	264
Total number of attendances	297	326	623

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

Nil Returns.

SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

Nil Returns.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.

Nil Returns.

SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

All vessels arriving from foreign ports are examined by the rat-searcher for evidence of rat infestation.

The bacteriological and pathological examination of rodents is undertaken by the Department of Pathology, Grimsby General Hospital. Six black rats were sent for examination during the year.

The deratting of ships is carried out by trapping, poisoning or by fumigating. H.C.N. is the fumigant in general use. The method adopted depends on the severity of the infestation and other circumstances. Messrs. C. L. Whitaker & Co. are the local deratting contractors, and the work is carried out under the supervision of the staff of this Authority.

The inspectors and the rat-searcher endeavour to secure the efficient rat-proofing of vessels where necessary and special attention is paid to store-rooms, food-lockers and linings.

TABLE E.
Rodents destroyed during the year.

Category	Number		
	In ships from foreign ports	In trawlers and coastwise ships	In docks, quays, wharves and warehouses
Black rats	18	123	—
Brown rats	—	—	4,030*
Species not known	—	—	—
Sent for examination	2	4	16
Infected with plague	—	—	—

* Includes the return rendered to this Authority by the rat catcher employed by the Docks and Inland Waterways Executive, Humber Ports.

TABLE F.
Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates issued					Number of Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with		After trapping	After poisoning	Total		
H.C.N.	Other fumigant (state method)					
1	2	3	4	5	6	7
—	—	—	Zinc Phosphide 1	1	48	49

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.

Inspections and Notices.

Nature and Number of Inspections		Notices served		Result of serving Notices
		Statutory Notices	Other Notices*	
British Cargo Vessels ...	318	—	28	24 complied with
Foreign Cargo Vessels ...	470	—	2	3 „ „
British Fishing Vessels ...	781	—	170	161 „ „
Foreign Fishing Vessels ...	20	—	—	1 „ „
Totals ...	1,589	—	200	189 „ „

* Including verbal notices.

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS,
1934 AND 1948.

There are no shell-fish beds or layings within the jurisdiction of this Authority.

The system of inspection of imported mussels which was adopted during 1950 was continued during 1952. Samples from each consignment of mussels were submitted for bacteriological examination. Where the reports of the bacteriologist indicated deterioration in the state of cleanliness of the mussels, subsequent consignments from the beds concerned were detained pending receipt of the bacteriologist's report. During the year it was found necessary to condemn $22\frac{1}{2}$ tons of mussels as unfit for human consumption.

SECTION XV—MEDICAL INSPECTION OF ALIENS.

- (1) The following is a list of medical inspectors of aliens :—

Dr. P. I. Atkinson.	Dr. J. W. Hepburn.
Dr. J. G. J. Coghill.	Dr. J. A. Kerr.
Dr. D. I. Gantzer.	

- (2) No other staff is engaged on this work.

- (3) The vast majority of arrivals are in the early hours of Sunday morning, which necessitates week-end duty, and this work is shared by the panel of five medical inspectors. Usually the medical inspector visits the ship with H.M. Immigration Officer.

- (4) Approximately two-thirds of the aliens arriving are visitors. The following details will show the amount of alien traffic that occurred during 1952, viz :—

(a)	Number of vessels carrying alien passengers which arrived at the port	....	....	....	155
(b)	Number of vessels carrying alien passengers which required the attendance of the medical inspector of aliens	....	....	....	70
(c)	Number of aliens inspected		....	....	214
(d)	Number of aliens who were subjected to a detailed medical examination	....	....	....	—

- (5) The accommodation for medical inspection and examination was formerly provided in the transit sheds, but now the accommodation on board ship is utilised.

SECTION XVI—MISCELLANEOUS.

Arrangements for the Burial on shore of Persons who have Died on board ship from Infectious Disease.

In the case of major infectious disease, this would be carried out by trained personnel either of the local health authority or the Springfield Hospital, who have been adequately protected by inoculation. Once the body of the deceased had been effectively sealed in a coffin the future arrangements would be delegated to a commercial undertaker.

RODENT CONTROL.

Fishing Vessels.

The general improvement in the rat infestation of fishing vessels has been maintained during the year. The successful deratting of trawlers has always been a difficult matter. The use of H.C.N. is ruled out by the fact that these vessels invariably lie alongside each other in a row of as many as fifty vessels and the congested nature of the fish docks eliminates the possibility of moving the infested vessel to a berth where H.C.N. could be safely used. Pre-baiting and poisoning has been impracticable as the stay of each trawler in port is usually limited to one or two days and the use of poison without pre-baiting would result in the rats becoming poison shy in a short time.

Having regard to these circumstances it is pleasing to report the marked degree of success in the destruction of rats in fishing vessels which has been achieved by the use of warfarin. Owing to its relatively harmless nature and simple method of use, warfarin is a very effective poison which is particularly suitable for use in fishing vessels.

It has been found that the best method is to test-bait, in order to ascertain the approximate number of rats on board, following which sufficient warfarin for the whole treatment is laid and the vessel allowed to proceed to sea in the normal way. The amount of oatmeal eaten by the black rat is very small and the laying of large baits is unnecessary. Five infestations of varying severity, in fishing vessels, have been treated with warfarin during the last few months and in each case the result was complete elimination.

District.

Until recently, zinc phosphide was the poison chiefly used on the district for rat destruction, with antu, arsenic and red squill for use in re-infestations.

Warfarin has now taken the place of zinc phosphide and the results are better than any achieved previously. The treatment of rat infestations with warfarin is a more costly process than when other poisons are employed but experience tends to indicate that fewer treatments are necessary with warfarin. Ultimately, this may prove to be the cheaper method.

Two sections of the fish market were selected for the first experiment with warfarin. Test-baiting revealed a fair infestation, evenly distributed. Zinc phosphide mixed with sausage rusk was used in the first section and

warfarin mixed with oatmeal in the other. For the first two days the warfarin takes were not encouraging but improved greatly later. The kill, based on the number of bodies recovered, appeared to be about the same in both sections.

No post-baiting was carried out but three months later both sections were again test-baited. There was some degree of re-infestation in the zinc phosphide section but in the warfarin section no takes were recorded. Accordingly, the first section was treated with warfarin and on test-baiting three months later, only one bait was taken.

When preparing the bait for rats, "coarse" oatmeal is preferred to the recommended "medium." Rats seem to take more readily to the coarse variety and there is no wastage. When medium was used it was found that a considerable proportion of fine powdery oatmeal remained uneaten. There is little of this powder in the coarse oatmeal and a complete take is the general rule. The material is prepared by mixing thoroughly in small quantities.

CREW ACCOMMODATION.

Merchant Vessels.

The crew accommodation in the type of vessel entering this port regularly does not conform, as a general rule, to present day standards as far as comfort and hygiene are concerned. The replacement of these vessels by new tonnage is the only way in which the situation can be met satisfactorily, but in the meantime the perseverance of the port health inspectors can often secure some improvements.

The manner in which the small motor vessel is ousting the older steam coaster is remarkable and constitutes a definite step in the desired direction. The provision of single and double berth cabins is now commonplace and this type of accommodation is greatly superior to the old type of general forecabin which provides sleeping, eating and ablutionary facilities in one compartment.

The lack of proper food storage facilities continues to be one of the outstanding faults in many of the older ships and occasionally in more modern vessels.

The discovery of insect vermin in vessels in this port is now a very rare event; this is a most encouraging feature. Nothing unusual has occurred during the year but the general improvement in the living accommodation in the smaller type of vessel has been maintained.

Fishing Vessels.

The general standard of maintenance in the crew accommodation in the fishing vessels based on Grimsby continues to be very high and constitutes one of the most pleasing features of the work of this department. Nevertheless, it is once again necessary to emphasise the marked difference in the state of cleanliness of the crew accommodation in near water vessels as compared with the larger trawlers. While it must be admitted that the old age of the smaller fishing vessels is a factor which contributes largely to this disagreeable—from a Port Health viewpoint—state of affairs, it seems more than possible that the present uneconomical state of fishing in the North Sea is the basic cause of the whole trouble.

The financial returns from near water fishing are meagre and uncertain with the result that crews are difficult to obtain for these vessels, the drift of the better type of fishermen being towards the deep sea trawler where regular employment and good financial returns are more likely. The crews of the North Sea trawlers are continually moving from ship to ship, discipline is extremely lax and the general set up is the least likely to result in a high standard of maintenance in the crew accommodation. The fact that the trawlers are very old in years and the accommodation is very inadequate and congested cannot be held entirely to blame for the crew quarters being dirty and otherwise defective. This can be fully illustrated by the wide range of difference in the standard of maintenance in similar type ships belonging to different companies. The ships of one company may be quite up to the standard as far as we are concerned while the ships of the other company are a constant source of trouble and great difficulty is experienced in securing even a reasonable standard of cleanliness.

In some respects the problem is similar to that obtaining in the older type of merchant vessel but with the vital difference that there are no replacements whatever taking place in the case of near water fishing vessels. Thus we have a constantly dwindling fleet of small trawlers, old in years and uneconomical to operate; assisted in eking out their remaining years by a Government subsidy.

But no building programme has been initiated and it seems very unlikely that any of the existing trawlers of this type will be replaced within the course of the next few years. Over-fishing has reduced the near water fishing to a parlous state and until the situation can be stabilised, it is difficult to see how a replacement programme can be

embarked on. Even when allowance is made for the proposed Government grant towards the cost of building, there still remains a vast amount of capital to be found by the trawler owners and the hazards of the existing situation do little to encourage such an expenditure.

In the meantime, every effort is being made to maintain the present fleet in the best condition possible under existing circumstances and it must be recorded that, except in one or two cases, the whole-hearted co-operation of the owners has always been forthcoming.

A close study of the crew accommodation in fishing vessels visiting Grimsby indicates clearly that as far as cleanliness and freedom from insect vermin and rats are concerned, the Grimsby vessels are greatly superior to those of other ports.

In many fishing vessels, dampness due to condensation has created a problem for which no complete solution has yet been found. This dampness is sometimes very pronounced on the roof and linings of the bunks and in a number of cases the bedding has been observed to be affected to a degree varying from slightly damp to soaking. The condensation can be attributed to lack of ventilation and in several trawlers it has been found possible to provide a remedy by fitting additional ventilators leading from the outside air to behind the ship side lining. In vessels having forced ventilation it would appear that sufficient use of this system cannot be made in cold weather, as the incoming air is not heated.

In a number of trawlers a sprinkling of granulated cork has been applied to the deck heads but this does not appear to serve any useful purpose and certainly adds to the difficulty of effectively cleansing the treated parts.

Details of defective conditions and nuisances found and remedied on shipping entering the port during the year were as follows :—

DEFECTIVE CONDITIONS AND NUISANCES	STEAMERS		TRAWLERS	
	Found	Remedied	Found	Remedied
<i>DEFECTS OF ORIGINAL CONSTRUCTION.</i>				
<i>Inadequate :—</i>				
Ventilation	2	1	1	1
Food storage	—	—	1	1
<i>Faulty Design :—</i>				
Bunks	—	—	44	44
W.C's	—	—	3	2
<i>Not Provided :—</i>				
Drainage	1	—	—	—
Food storage	—	—	1	1
Washing facilities	1	1	1	—
<i>STRUCTURAL DEFECTS THROUGH WEAR AND TEAR.</i>				
<i>Defective :—</i>				
Artificial lighting	3	3	—	—
Bulkheads	7	7	—	—
Bunks	4	4	4	6
Decks	14	13	5	6
Decklights	—	—	2	2
Doors	7	7	3	3
Floors	1	1	4	3
Heating facilities	11	11	—	—
Lockers—clothes	9	9	4	3
" food	5	5	5	4
" seat	1	1	4	—
Portframes	3	3	—	—
Portlights	94	94	—	1
Scupperways	2	2	—	—
Seats	1	1	—	—
Skylights	2	2	—	—
Slop sinks	3	2	—	—
Stoves	11	11	9	10
Stove chimneys	8	10	12	9
Tables	2	2	1	1
Ventilators	8	8	5	4
Water—service pipes	—	—	2	2
" tanks	—	—	1	1
" pumps	1	1	1	1
W.C. basins	1	3	1	1
W.C. connections	1	1	—	—
W.C. flushing cisterns	7	7	—	—
W.C. flush pipes	6	6	—	—
W.C. seats	3	3	4	4
W.C. soil pipes	3	5	—	—
Waste pipes	11	11	—	—
Wash hand basins	2	2	—	—
<i>DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.</i>				
<i>Choked :—</i>				
W.C. soil pipe	—	—	1	1
<i>Dirty :—</i>				
Beds	14	14	48	35
Bunks	256	256	1,088	1,048
Cooking utensils	—	—	1	1

DEFECTIVE CONDITIONS AND NUISANCES				STEAMERS		TRAWLERS	
				Found	Remedied	Found	Remedied
<i>Dirt, Vermin, etc. (continued)—</i>							
<i>Dirty :—</i>							
Food stores	...	...	...	10	14	55	51
Galleys	...	...	...	18	18	26	25
Lockers—clothes	...	...	...	294	294	198	136
" food	...	...	...	205	205	158	157
" seat	...	...	...	102	102	44	26
" store	...	...	...	20	19	—	—
" transom	...	...	...	—	—	5	7
Messrooms	...	...	...	50	49	13	8
Quarters	...	...	...	61	63	59	57
Storerooms	...	...	...	10	9	—	—
Wash houses	...	...	...	45	44	8	7
Water tanks	...	...	...	18	20	16	12
W C's	...	...	...	66	66	29	22
W.C pans	...	...	...	2	2	7	13
<i>Verminous :—</i>							
Bunks	...	...	...	—	—	1	1
Food lockers	...	...	...	—	—	1	3
Food stores	...	...	...	4	4	3	5
Galleys	...	...	...	3	3	1	2
Quarters	...	...	...	3	3	2	4
<i>Other Nuisances</i>	...	...	...	2	1	4	7
<i>MEASURES AGAINST RODENTS.</i>							
<i>Rat :—</i>							
Infestations	...	...	...	2	1	27	26
Runs	...	...	...	—	—	12	16
Harbourage	...	...	...	—	—	6	6

FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948.

Inspection of Fish.

The amount of fish landed from fishing vessels at the Grimsby fish market during the year was 226,304 tons, representing a value of £11,759,655. In addition, 12,693 tons of fish, imported from other countries, was landed at the commercial docks.

All fish landed was subjected to routine inspection by the Food Inspectors, and the quantities and descriptions of fish found to be unfit for human consumption were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs	Stns.
Cod	1,544	3	1	1
Haddock	712	19	3	0
Coalfish	208	15	0	0
Norway Haddock	42	11	3	1
Dogfish	34	17	2	0
Catfish	29	0	2	1
Roe	19	1	3	1
Dab	9	16	1	0
Mackerel	7	9	1	1
Skate	4	7	1	0
Herring	2	0	0	0
Ling	1	13	3	0
Smelt	1	11	1	0
Plaice	1	8	3	0
Hake	1	8	0	1
Whiting	1	0	2	1
Mock Halibut		15	0	0
Gurnard		13	3	0
Pollack		12	2	0
Lemon Sole		11	1	0
Tusk		9	1	1
Witch		8	0	1
Chitterling		3	3	0
Halibut		1	1	1
Megrim			3	1
Brill			1	0
TOTAL	2,626	1	2	1

The following table illustrates the downward trend in the proportion of fish condemned on the Grimsby fish market during the last three years :—

Year	Weight of Fish in Tons		Percentage
	Landed	Condemned	
1947	217,792	3,731	1.71%
1948	241,051	4,583	1.90%
1949	256,835	7,307	2.84%
1950	208,465	4,856	2.33%
1951	241,067	3,750	1.55%
1952	226,304	2,626	1.16%

The amount of fish condemned during 1952 showed a substantial reduction on the figures for 1951 and thus the downward trend has been maintained. Perhaps these figures are not as decisive as was hoped but a drop of more than a thousand tons in one year cannot be regarded as other than satisfactory.

Fish inspection on a large scale is a task which literally bristles with difficulties and the decisions of the inspectors can never be considered by every section of the fishing industry as being wise and proper. However, the fact that these decisions are accepted without demur in the great majority of cases tends to indicate that the standard of inspection, while high, is not unnecessarily harsh.

The possibility of devising a test for freshness in fish has been mentioned frequently of late years but there does not seem to be any likelihood of such a test being developed in the immediate future to such an extent as to render it available for use on the wholesale fish markets.

To anyone possessing a comprehensive knowledge of the many problems associated with fish inspection, it might seem quite impossible that a means for testing the freshness of fish could be developed which would go any further towards satisfying the requirements of the various sections of the industry than the present system of fish inspection.

On May 10th, 1952, the Grimsby Fish Research Laboratory of the Ministry of Food was closed. This action was taken on the grounds of economy but was generally considered by the fishing industry to be a retrograde step.

During December, 1952, a fish laboratory under the Department of Scientific and Industrial Research was opened in Hull.

Inspection of Other Foodstuffs.

The undermentioned quantities of other foodstuffs were landed at the commercial docks during the year, and routine inspection was carried out under the above regulations :—

Bacon	...	...	20,380 tons
Butter	...	...	13,445 "
Eggs	...	...	5,911 "
Conserves	...	...	1,447 "
Condensed Milk	...	...	873 "
Offal	...	...	797 "
Cheese	...	...	706 "
Fruit	...	...	553 "
Barley	...	...	175 "
Pork Chops	...	...	100 "
Fish Preserves	...	...	85 "
Reindeer	...	...	57 "
Biscuits	...	...	35 "
Poultry	...	...	35 "
Frozen Meat	...	...	24 "
Frozen Chopped Pork	...	...	14 "
Sausage	...	...	13 "
Confectionery	...	...	9 "
Beer	...	...	3 "
TOTAL			44,662 "

Details of foodstuffs found to be unfit for human consumption were as follows :—

Type of Food	Weight			
	Tons	Cwts.	Qtrs	Lbs.
Danish Mussels	22	10	0	0
Norwegian Cod Roe Spread			3	3
Danish Luncheon Meat				5
TOTAL	22	10	3	8

FOOD AND DRUGS ACT, 1938.

Inspection of Fish.

Details of fish condemned ex rail, fish merchants and other sources during the year under the above mentioned Act were as follows :—

Type of Fish	Weight			
	Tons	Cwts.	Qtrs.	Stns.
Mackerel	11	5	1	0
Cod	5	2	3	0
Prawn	5	1	1	0
Haddock	3	14	1	0
Dogfish	2	7	3	0
Roe	2	2	1	0
Whiting	2	1	3	1
Plaice	1	18	3	0
Skate	1	13	1	1
Sprat		16	3	1
Coalfish		16	2	1
Hake		13	1	1
Catfish		9	1	1
Herring		9	1	0
Pilchard		7	2	0
Norway Haddock		5	2	1
Cured Fish		5	0	1
Shrimp		4	0	1
Dab		3	3	0
Grilse		3	3	0
Halibut		2	2	1
Gurnard		2	2	0
Trout		2	0	0
Lobster Prawn		1	1	1
Salmon		1	0	0
Lemon Sole		1	0	0
Witch			2	1
Crab			2	1
Sole			1	1
Lobster			1	1
Turbot				1
TOTAL	40	15	2	0

Inspection of other Foodstuffs.

The quantities and description of other foodstuffs condemned during the year under the above Act were as follows :—

	Weight			
	Tons	Cwts.	Qtrs.	Lbs
Tinned Ham			1	6

Disposal of Condemned Food.

All fish condemned by this Authority was disposed of to the Fish Meal Works. Other condemned foodstuffs were either destroyed or sent for conversion to animal feeding stuffs.

PUBLIC HEALTH (PRESERVATIVES, &C., IN FOOD)
REGULATIONS, 1925-48.

Particulars concerning samples of foodstuff submitted to the analyst under the above regulations are detailed below :—

<i>Nature of Sample.</i>			<i>Result of Examination.</i>
Cheese Spread	...	...	Preservatives.....absent
Cheese Spread	...	...	Preservatives.....absent
Pork Luncheon Meat	...	...	Preservatives.....absent

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

It has not been found necessary to take any action under these regulations during the year.

DISTRICT—SANITARY CONDITIONS.

Road Surfaces and Drainage.

The renewal of the sewers in Hutton Road, Cross Street, Smitton Street and Auckland Road has been carried out and the re-surfacing in concrete of all these roadways has been completed. These works mark the completion of the Hutton Road development scheme and constitute a major improvement in the fish dock facilities, not only commercially but also from the viewpoint of hygiene.

It is understood that during 1953 work will be commenced on the provision of new sewers in Gorton Street and part of Murray Street and the re-surfacing of these roads in concrete has also been provided for.

In the meantime the road surfaces in Surtees Street, Sidebottom Street, Henderson Street, Brown Street and Smith Street are in a deplorably bad state. It appears that future development plans provide for the renewal of gas mains, water mains, sewers and the re-surfacing in concrete of all these roadways. The material necessary for carrying out this work has been on order for some time and it is the difficulty which is being experienced in obtaining delivery of this material that is holding up the work. This is greatly to be regretted as the dilapidated state of these roadways has been a matter of grave concern during recent years and must be accounted one of the worst features of the fish docks.

Public Conveniences.

During the year the erection of two blocks of modern type conveniences was completed. One of these is situated at the junction of Cross Street and Hutton Road and the other on the east side of the Royal Dock. The old conveniences situated in Cross Street and on the east side of the Royal Dock have been demolished.

This work concludes the reconstruction programme of the D. & I. W.E. as far as public conveniences are concerned.

Fish Processing Premises.

It can only be repeated that in the fish processing premises situated in the older part of the fish docks it is most difficult to secure the maintenance of a satisfactory standard of hygiene. A large proportion of these premises cannot be regarded as suitable for the purpose of processing a perishable foodstuff, but there seems little hope of any improvement in the situation taking place in the near future.

Factories.

Very satisfactory liaison continues between H.M. Inspector of Factories and the staff of this Authority, with the result that any difficulty in the administration of the appropriate sections of the Factories Act is reduced to a minimum.

Offensive Trades.

Fish curing and the manufacture of fish meal and cod liver oil are the scheduled offensive trades carried on within the port area. The premises concerned have been kept under constant supervision by the port health staff and have not been the subject of any complaint.

It is perhaps worthy of note that two heavy cockroach infestations were dealt with in curing houses during the year. This is the first time that heavy infestations of this nature have been noted in fish curing houses situated within the area under the jurisdiction of this Authority.

The measures adopted to deal with these cockroaches were similar to those used in the case of cockroach infested trawlers (now, happily, a thing of the past). The same insecticide was used and the results obtained were completely satisfactory, 100% eradication being secured.

DISTRICT—INSPECTIONS AND RE-INSPECTIONS.

During the year, the following inspections and re-inspections of factories and other premises, etc., were carried out under the appropriate Acts and Regulations :—

	<i>Inspections</i>	<i>Re-Inspections.</i>
Factories with power ...	122	69
Factories without power ...	45	86
Fish curing houses ...	114	156
Fish processing houses ...	153	177
Workplaces ...	34	43
Shops ...	37	37
Public sanitary conveniences	10	2
Streets, drains, etc. ...	8	16
TOTALS ...	<u>525</u>	<u>586</u>

DISTRICT—SANITARY IMPROVEMENTS EFFECTED.

During the year, 1 statutory notice and 193 informal notices were served on owners or occupiers. It was not found necessary to take any legal proceedings. The following table shows the defects and nuisances found and remedied :—

Defect or Nuisance	Remedy	Found	Remedied
<i>GENERAL</i>			
<i>Defective :—</i>			
Artificial lighting	Repair/Renew	4	—
Ceilings	"	2	—
Chimney flues	"	1	1
Doors	"	13	11
Floors	"	10	9
Heating facilities	"	2	1
Road surfaces	"	1	1
Roofs	"	13	10
Stairways	"	1	1
Walls	"	19	20
Window frames	"	18	14
Window panes	Reglaze	115	110
Yard surfaces	Relay	2	3
<i>Dirty :—</i>			
Factories with power	Cleanse/Limewash	5	2
Factories without power	"	10	11
Fish curing houses	"	23	21
Fish processing houses	"	27	20
Messrooms	"	11	13
Stairways	"	23	19
Storerooms	"	25	16
Utensils and benches	"	3	—
Workplaces	"	10	7
<i>Inadequate :—</i>			
Artificial lighting	Improve	1	1
Ventilation	"	4	4
<i>Not provided :—</i>			
Food storage	Provide	1	1
Messing facilities	"	1	1
Refuse storage	"	1	—
<i>Miscellaneous :—</i>			
Accumulations of refuse	Remove	25	21
Other nuisances	Abate	18	11
Premises verminous	Fumigate/Spray	2	2
<i>DRAINAGE</i>			
<i>Drainage :—</i>			
Defective	Repair/Renew	14	12
Inadequate	Improve	3	1
Not provided	Provide	3	2
<i>Choked :—</i>			
Drains	Clear	12	12
Eaves gutters	"	8	11
Manholes	"	6	6
Gullies	"	6	5

Defect or Nuisance	Remedy	Found	Remedied
<i>Drainage (continued)—</i>			
<i>Defective :—</i>			
Eaves gutters	Repair/Renew	2	2
Floor drainage	"	1	3
Gullies	"	16	13
Inspection chambers	"	1	—
Inspection chamber covers	"	5	5
Rain water pipes	"	6	4
Soil pipes	"	6	4
Vent shafts	"	5	4
Waste pipes	"	3	4
Water supply pipes	"	1	1
<i>Not provided :—</i>			
Grease traps	Provide	1	1
Gullies	"	5	8
Gully covers	"	2	1
Inspection chambers	"	14	13
Inspection chamber covers	"	4	1
Soil pipes	"	1	1
Waste pipes	"	2	—
<i>SANITARY ACCOMMODATION.</i>			
<i>Sanitary Accommodation :—</i>			
Defective	Repair/Renew	1	—
Dirty	Cleanse/Limewash	87	85
Insufficient	Increase	1	—
Not provided	Provide	1	—
Not lighted	Light	10	9
No indication of sex	Mark	3	3
No. I.V. lobby	Construct	1	1
Not screened	Screen	1	1
<i>Defective :—</i>			
Doors	Repair/Renew	1	—
Flushing cisterns	"	8	8
Flushing pipes	"	1	2
Hot water supply	"	—	1
Public conveniences	"	1	1
Wash basins	"	6	6
W.C. connections	"	2	2
W.C. pans	"	3	4
W.C. seats	"	5	2
<i>Dirty :—</i>			
Public conveniences	Cleanse/Limewash	2	2
Urinals	"	14	14
Wash places	"	10	4
W.C. pans	Cleanse	20	18
<i>Not provided :—</i>			
Chemical closets	Provide	4	5
Hot water supply	"	2	2
Urinals	"	1	1
Washing facilities	"	7	2
Water supply pipes	"	4	3
Water taps	"	3	2
W.C.'s complete	"	5	5
W.C. seats	"	2	4
W.C. flushing systems	"	3	3

FISH MARKET—SANITARY CONDITIONS.

A decided improvement could be effected in the sanitary condition of the fish market if greater care was given by the fish merchants and their employees to preventing fish scraps being left lying about on the floor of the market. Also, the daily hosing down of the market could be carried out with greater care, particular care being given to ensuring that all fish residue is washed from under fish trunks and other obstructions.

When not in use the fish trunks are stacked in large piles on the market. These stacks of trunks may not be broken down for several days and it frequently happens that when the lumpers have occasion to move the trunks, a quantity of decomposed fish scraps and other filth is left on the market floor. This applies not only to the fish trunks but also to other obstructions, temporary or permanent, which are situated on the bottom side of the fish market.

Henderson and Chapman Jetties.

These jetties are the only section of the fish market which has not been modernised. They do not form part of the market proper and are not used for landing fish from trawlers but only for the preparation and packing of fish for despatch inland.

The roofing and side screens are in a dilapidated condition and the wooden floor is rough and uneven and most difficult to maintain in a clean state. It is pleasing to be able to report that a survey of these jetties has been carried out by the D. & I. W. E. and the following work decided upon :—

Roofing and side screens to be renewed.

Concrete floor to be laid over existing wooden flooring.

FISH MARKET—INSPECTIONS AND RE-INSPECTIONS.

The following inspections and re-inspections were carried out on the fish market during the year :—

		<i>Inspections</i>		<i>Re-inspections</i>
Fish Merchants' Stands	....	1,136	....	779
Box Lofts	....	121	....	15
Offices	....	77	....	10
Urinals and W.C.'s	....	13	....	1
TOTALS	....	<u>1,347</u>		<u>805</u>

FISH MARKET—SANITARY IMPROVEMENTS EFFECTED.

The following defects and nuisances were found and remedied :—

Defect or Nuisance	Remedy	Found	Remedied
Defective Fish Bins ...	Repair/Renew	85	90
" Fish Market Paving ...	"	1	1
" Fresh Water Hydrants ...	"	6	6
" Urinals ...	"	4	4
" Stairways ...	"	1	1
" Stands ...	"	10	10
" W.C.'s ...	"	2	2
Dirty Box Lofts ...	Cleanse	27	15
" Fish Barrels in use ...	"	363	363
" Fish Boxes in use ...	"	94	94
" Fish Bins ...	"	254	200
" Stands ...	"	56	41
" Urinals ...	"	9	9
" Utensils ...	"	1,267	1,065
Offensive Accumulations ...	Remove	2	2
Dock beams, roadways and railway sidings foul with offal, etc., were cleansed periodically during the year			

ADMINISTRATION OF THE FACTORIES ACTS, 1937 AND 1948.

Particulars of Inspections and Defects found and remedied during 1952.

1. INSPECTIONS for the purposes of provisions as to health (including inspections made by Sanitary Inspectors).

PREMISES (1)	Number on Register (2)	Number of		
		Inspections (3)	Written Notices (4)	Occupiers prosecuted (5)
(i) Factories in which Sections 1, 2, 3, 4 and 6 are to be enforced by Local Authorities	107	314	1	—
(ii) Factories not included in (i) to which Section 7 applies:—				
(a) Subject to the Local Authorities (Transfer of Enforcement) Order, 1938	168	122	1	—
(b) Others	—	—	—	—
(iii) Other premises under the Act (excluding out-workers premises)	—	—	—	—
TOTALS	275	436	2	—

2. Cases in which DEFECTS were found.

PARTICULARS	Number of cases in which defects were found				Number of cases in which prosecutions were instituted
	Found	Remedied	Referred		
			To H.M. Inspector	By H.M. Inspector	
(1)	(2)	(3)	(4)	(5)	(6)
Want of cleanliness (S.1)	62	57	—	—	—
Overcrowding (S.2)	—	—	—	—	—
Unreasonable temperature (S.3) ..	—	—	—	—	—
Inadequate ventilation (S.4)	1	1	—	—	—
Ineffective drainage of floors (S.6) ...	7	7	—	1	—
Sanitary Conveniences (S.7)					
(a) Insufficient	4	4	—	—	—
(b) Unsuitable or defective	3	3	—	—	—
(c) Not separate for sexes	1	—	—	—	—
Other offences (not including offences relating to Homework)	123	119	—	—	—
TOTALS	201	191	—	1	—

WELFARE WORK.

Medical and First Aid Services for the whole of the fish dock area are provided by :—

- (1) *The Clinic* situated in Fish Dock Road and inaugurated in 1934 by the Grimsby trawler owners through the medium of the Grimsby Exchange Limited. The work of the clinic covers the care and supervision of trawler personnel with especial regard to their welfare on board ship, and also the provision and maintenance of the medicine chests on board trawlers, to the requirements of the Ministry of Transport.

The clinic consists of a dispensary, X-Ray department, and consulting rooms, and is under the personal supervision of Dr. John Lanny, L.R.C.P., L.R.C.S., L.R.F.P. & S., who is assisted by a dispenser and three full time surgery assistants.

- (2) *First Aid Station.* This station was situated in Cross Street but during December, 1952, a new station was opened at the junction of Wharnccliffe Road and Hutton Road. This first aid station is provided with a surgery, a waiting room, a rest room, and is fitted with new and up-to-date equipment.

- (3) *Subsidiary First Aid Stations* are situated :—

- (a) Coal Hoists.
- (b) Humber Bank South.
- (c) Murray Street.

The subsidiary first aid station in Murray Street was completed during 1952, and its location and hours of availability were specially selected and arranged to meet the needs of the fish dock lumpers.

The total treatments given during the year ended 31st December, 1952, are as follows :—

Clinic :—

Consultations	....	....	....	1,097
Examinations	....	....	....	3,349
X-Ray examinations	....	....	....	35
Cases referred from first aid station for treatment	....	....	....	304

First Aid Station and Subsidiary First Aid Stations :—

Total treatments	20,126
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In addition to the above, six hundred trawler medicine chests and first aid boxes were inspected and maintained.

